

GENERAL ORDINANCE NO. G- 39-68

AN ORDINANCE amending General Ordinance No. G-107-67, as amended by General Ordinance No. G-05-68 and as amended by General Ordinance No. G-24-68, as to the territorial boundaries of the Fort Wayne Public Transportation Corporation.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE, INDIANA:

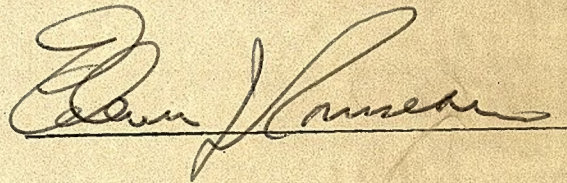
SECTION 1. Section 6 of General Ordinance No. G-107-67, adopted by the Common Council on September 26, 1967, and approved by the Mayor on September 27, 1967, is hereby amended as follows: by deleting the metes and bounds legal description and substituting therefor the following:

~~XXXXXX follows~~ Beginning at a point where the West line of Township 30 North, Range 12 East, intersects the centerline of the Bass Road, thence South along the West line of Township 30 North, Range 12 East, to a point of intersection with the centerline of South Bend Drive; thence Southwesterly along the centerline of South Bend Drive to a point where the centerline of said road intersects the centerline of Flaugh Ditch; thence in a Southerly direction along the centerline of said ditch to a point of intersection with the South line of Section 13, Township 30 North, Range 12 East; thence East on the South line of said Section 13 to a point of intersection on the North right-of-way line of a street known as Laura Lane; thence Southeasterly on a line to a point on the South right-of-way line of said street; said point also being the Northwest corner of lot No. 9 of Hazelhurst Extended Second Addition to the City of Fort Wayne; thence in a Southeasterly direction along the West line of said Lot No. 9 of said Addition to a point on the Southwest corner of said Lot; thence continuing Southeasterly on a line projected from the aforementioned Southwest corner of Lot No. 9 to a point where said line intersects a line projected Southwesterly from the terminated South right-of-way line of a street known as Garland Street; thence Northeasterly along the South right-of-way line of Garland Street to its intersection with the West line of Township 30 North, Range 12 East; thence South along the West line of the aforementioned Township and Range to its intersection with the South right-of-way line of the Norfolk and Western Railroad (formerly known as the Wabash Railroad); thence Northeasterly along the South right-of-way line of said railroad to its intersection with the centerline of the Smith Road, thence South along the centerline of the Smith Road to its intersection with the centerline of the Dalman Road; thence East along the centerline of Dalman Road to a point of intersection with the centerline of State Road No. 3, also known as the Indianapolis Road; thence Southwesterly along the centerline of State Road No. 3 to a point of intersection with the centerline of the Smith Road; thence South along the centerline of the Smith Road to a point of intersection with the centerline of the Winters Road; thence East along the centerline of the Winters Road to its termination; thence continuing East on a line projected from the aforementioned road centerline to its intersection with the Southwest perimeter line of the extended Southwest Runway of Baer Field; said line also being the Fort Wayne City Limits line as described in Annexation Ordinance X-57-03-15; thence Southwesterly along said Fort Wayne City Limits line to the Southwest corner of said extended runway of Baer Field; thence South 45° 14 minutes East 650 feet along said Fort Wayne City Limits line to the Southeast corner of the extended Southwest runway as described in the aforementioned Annexation Ordinance; thence Northeasterly along the Fort Wayne City Limits line as described in said Annexation Ordinance to a point of intersection of the last described line and the centerline of Winters Road, as projected Westward from the West terminus of said Winters Road; thence East along the aforesaid projected centerline of Winters Road to the West terminus of said Road; thence continuing East on said centerline of Winters Road to its intersection with the center-

line of State Road No. 1, also known as the Bluffton Road; thence North on the centerline of State Road No. 1 to its intersection with the centerline of Dunkleburg Road; thence East along the centerline of the Dunkleburg Road to its intersection with the centerline of the Muldoon Road and the South line of Township 30 North, Range 12 East; thence continuing East along the South Township line of Township 30 North, Range 12 East, to a point on the centerline of Maples Road; thence East along the centerline of the Maples Road to its intersection with the centerline of Anthony Blvd.; thence continuing East along the centerline of Maples Road to its intersection with the centerline of U.S. Highway No. 27, also known as the Decatur Road; thence continuing East along the centerline of the Maples Road to its intersection with the centerline of the Hessen Cassel Road; thence North along the centerline of the Hessen Cassel Road to its intersection with the centerline of the Tillman Road; thence East along the centerline of the Tillman Road to a point of intersection with the centerline of the Trentman Road and the Southeast corner of Section 29, Township 30 North, Range 13 East; thence North along the East line of aforesaid Section, Township and Range to its intersection with the centerline of the Paulding Road and Meyer Road; thence North along the centerline of the Meyer Road to its intersection with the centerline of McKinnie Avenue; thence East along the centerline of McKinnie Avenue to its terminus; said point lying on the South line of Section 16, Township 30 North, Range 13 East; thence East on the South line of said Section 16, Township and Range to its intersection with the centerlines of the Seiler Road and Adams Center Road; thence North along the centerline of the Adams Center Road to its intersection with the centerline of the Moeller Road; thence continuing North along the centerline of the Adams Center Road to its intersection with the Southwest corner of Section 10, Township 30 North, Range 13 East; thence East on the South line of the aforesaid Section 10, Township and Range to its intersection with the Northwest corner of Section 14, Township 30 North, Range 13 East; thence South along the West line of said Section 14, Township and Range to its intersection with the centerline of the Moeller Road; thence East along the centerline of the Moeller Road to its intersection with the centerline of the Hartzell Road; thence North along the centerline of the Hartzell Road to its intersection with the centerline of U. S. Highway No. 30, also known as the Lincoln Highway; thence Southeasterly along the centerline of U. S. Highway No. 30 to its intersection with the centerline of the Werling Road; thence South along the centerline of the Werling Road to its intersection with the centerline of the Moeller Road; thence East along the centerline of the Moeller Road to its intersection with the centerline of the Green Road and the Northwest corner of the Southeast $\frac{1}{4}$ of Section 13, Township 30 North, Range 13 East; thence East on the North line of the Southeast $\frac{1}{4}$ of Section 13, Township 30 North, Range 13 East, to its intersection with the centerline of Minnich Road; thence North along the centerline of the Minnich Road to its intersection with the North right-of-way line of U. S. Highway No. 30; thence Northwesterly along said right-of-way of U. S. Highway No. 30 to its intersection with the East line of the New Haven City Limits line; thence continuing along the East line of the New Haven City Limits where it intersects the North right-of-way line of U. S. Highway No. 24; thence Southwesterly and Westerly along the North right-of-way line of U. S. Highway No. 24 to its intersection with the New Haven City Limits line; thence continuing along the New Haven City Limits line to its intersection with the centerline of the Parrott Road; thence West along the centerline of the Parrott Road to its intersection with the centerline of the Nail Road; thence North along the centerline of the Nail Road to its intersection with the East line of Section 3, Township 30 North, Range 13 East; thence North on the East line of said Section 3, Township and Range to the Northeast corner of Section 3, Township 30 North, Range 13 East; said point being the North Township line of Township 30 North, Range 13 East; and also being the South line of Lot No. 8 of Brownings Sub. of the Kercheval Reserve, thence East on the South line of said Lot 8 of said Sub. and Reserve to the Southeast corner of Lot No. 8 of Brownings Sub., and said point also being the Southeast corner of Kercheval Reserve, thence North along the East line of the Kercheval Reserve to the Northeast corner of said Reserve, thence West on the North line of said Reserve to its intersection with the centerline of the Maysville Road, thence Northeasterly along the centerline of the

Daysville Road to its intersection with the centerline of East State Blvd., thence West along the centerline of East State Blvd. to its intersection with the Southeast corner of Section 27, Township 31 North, Range 13 East, thence North along the East lines of Sections 27 and 22 of Township 31 North, Range 13 East to its intersection with the centerline of St. Joe Road, thence West along the centerline of the St. Joe Road to a point; said point being 40 feet South of the Southeast corner of Lot No. 35 of Lexington Heights Addition, Section "A"; thence North along the East line of Lexington Heights Addition, Sections "A" and "B" to the North line of the South $\frac{1}{2}$ of Section 15, Township 31 North, Range 13 East; thence West on said $\frac{1}{2}$ Section line to its intersection with the centerlines of Maplecrest Road and the Evard Road; thence North along the centerline of the Maplecrest Road to its intersection with the centerline of the Rothman Road; thence West and Northwesterly along the centerline of the Rothman Road to a point of intersection with a projected line from the East line of Lot No. 24 of Sunnybrook Acres Addition; thence Northeasterly on said projected line to the Southeast corner of said Lot No. 24 of said Sunnybrook Acres Addition; thence on and along the East boundary line of said Addition to the Northeast corner of said Addition; also being the Northeast corner of Lot 265 of said Sunnybrook Acres Addition; thence Northwesterly on and along the North boundary line of said Addition to a point on the East right-of-way line of the St. Joe Road; said point also being the Northwest corner of Lot 290 of the said Sunnybrook Acres Addition; thence continuing Northwesterly on a line projected from the said Northwest corner of Lot 290 of said Addition to its intersection with the centerline of the St. Joe Road; thence Northeasterly along the centerline of the St. Joe Road to its intersection with the centerline of the Mayhew Road; thence Northwesterly along the centerline of the Mayhew Road to a point on the Mid-Span of the Mayhew Road Bridge; said point also being the centerline of the St. Joseph River; thence meandering along the centerline of the St. Joseph River to a point of intersection of the North line of Concordia Gardens Addition as projected Eastward; thence West along said line to the Northeast corner of Concordia Gardens Addition; thence West along the North line of said Addition to a point on the East right-of-way of Old State Road No. 1 and 427, also known as the Leo Road; thence continuing West on a line projected from the last described point to the centerline of said Leo Road; thence Northeasterly along the centerline of said Leo Road to its intersection with the centerline of the Wallen Road; thence West along the centerline of the Wallen Road to its intersection with the centerline of the Auburn Road; thence South along the centerline of the Auburn Road to its intersection with the centerline of the Wallen Road; thence West on the centerline of the Wallen Road to its intersection with the centerline of U. S. Highway No. 27; thence continuing West along said centerline of Wallen Road to its intersection with the centerline of State Road No. 3, also known as the Lima Road; thence continuing West along said centerline of Wallen Road to its intersection with the West right-of-way line of the Old G. R. and I. Railroad; thence South along the West right-of-way line of said Railroad to its intersection with the centerline of the Washington Center Road; thence West along the centerline of the Washington Center Road to its intersection with the centerline of the Hillegas Road; thence South along the centerline of the Hillegas Road to its intersection with the East-West $\frac{1}{2}$ section line of Section 20, Township 31 North, Range 12 East; thence West on the East-West $\frac{1}{2}$ section line of said Section, Township and Range to its intersection with the centerline of the Kroemer Road; thence South along the centerline of the Kroemer Road to its intersection with the centerline of Bass Road; thence West along the centerline of the Bass Road to the point of beginning."

SECTION 2. This Ordinance shall take effect and be in full force from and after its passage and approval by the Mayor.



APPROVED AS TO FORM
AND LEGALITY,



CITY ATTORNEY

Bill No. G-68-09-32

REPORT OF THE COMMITTEE ON REGULATIONS

We, your Committee on Regulations to whom was referred an Ordinance
amending General Ordinance No. G-107-67, as amended by General Ordinance No. G-05-68
and as amended by General Ordinance No. G-24-68, as to the territorial boundaries of
the Fort Wayne Public Transportation Corporation,

have had said Ordinance under consideration and beg leave to report back to the Common
Council that said Ordinance Do PASS.

PHIL A. STEIGERWALD, Chairman

CELIA ANN FAY, Vice-Chairman

THOMAS G. ADAMS

JOHN H. ROBINSON

EDWIN J. ROUSSEAU

Phil A. Steigerwald
Celia Ann Fay
Thomas G. Adams
John H. Robinson
Edwin J. Rousseau

CONCURRED IN
DATE 10-8-68 FUAD G. DONAHOO, CITY CLERK

Read the first time in full and on motion by Rousseau seconded by Steigerwald and duly adopted, read the second time by title and referred to the (Committee on) Regulations (and to the City Planning Commission for recommendation) (and Public Hearing to be held after due legal notice, at the Council Chambers, City Hall, Fort Wayne, Indiana, on the _____ day of _____ 196____, at _____ o'clock ~~P.M., E.S.T.~~

Date:

9-24-68

Luad G. Bonahoom
City Clerk

Read the third time in full and on motion by Steigerwald seconded by Fay and duly adopted, placed on its passage.
Passed (~~LOST~~) by the following vote:

AYES 8, NAYS 0, ABSTAINED _____, ABSENT 1 to-wit:

Adams	<input checked="" type="checkbox"/>	_____	_____
Dunifon	<input checked="" type="checkbox"/>	_____	_____
Fay	<input checked="" type="checkbox"/>	_____	_____
Geake	<input checked="" type="checkbox"/>	_____	_____
Nuckols	<input checked="" type="checkbox"/>	_____	_____
Robinson	<input checked="" type="checkbox"/>	_____	_____
Rousseau	_____	_____	_____
Steigerwald	<input checked="" type="checkbox"/>	_____	_____
Tipton	<input checked="" type="checkbox"/>	_____	_____

Date

10-8-68

Luad G. Bonahoom
City Clerk

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as (~~Zoning Map~~) (General) (Annexation) (~~Special~~) (Appropriation) Ordinance (Resolution) No. 9-39-68

on the 8th day of October, 1968.

ATTEST: (SEAL)

Luad G. Bonahoom
City Clerk

Isaac H. Dunifon
Presiding Officer

Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 9th day of October, 1968 at the hour of 10:00 o'clock A.M., E.S.T.

Luad G. Bonahoom
City Clerk

Approved and signed by me this 9th day of October, 1968 at the hour of 10:59 o'clock A.M., E.S.T.

Harold A. Zier
Mayor